

Bargain Rates

Charlevoix and Return, \$17.50

Mackinac Island and Return, \$18.50



Here is a splendid opportunity to visit the lake resorts at greatly reduced rates. These low-rate tickets will be sold until and including September 12th; return limit, September 14th.

Round Trip Rates.

Via Chicago and Steamer Manitou.

Charlevoix	\$17.50	Wapiti	\$17.50
Manitoulin	\$18.50	Manitoulin	\$18.50
Bar View	\$18.50	Harbor Springs	\$18.50

Mackinac Island	\$18.50	Manitoulin	\$18.50
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CORONER BLAMES SECKNER COMPANY.

Verdict of Accident Due to Improper Stringing of Wires in Electrocuting Cases.

EVIDENCE AS TO CLEARANCE.

Superintendent Way's Testimony Surprises Doctor Lloyd—Policemen on the Stand.

Coroner Lloyd completed the inquest yesterday morning on the body of John P. Looney, who was electrocuted Monday night. The verdict was "death due to accident," but Superintendent Way, who was on the stand yesterday, placed the blame on the Seckner Contracting Company.

Several important witnesses were on the stand yesterday. Among them were Andrew Callahan, an employee in the record department of the Seckner company, Sylvester R. Way, superintendent of the Seckner Contracting Company and of the Imperial Electric Lighting, Heating and Power Company; Foreman J. C. Smith and Linemen William Johnson and C. C. Ford of the Seckner company. Several policemen who were shocked while trying to get the wires connected with the Fourth District Police Station also testified.

Superintendent Way, who has charge of all construction of the company, while testifying made a statement which Coroner Lloyd considered startling. The witness said that he never paid any attention to the clearance between the wires. There is an ordinance providing that a proper clearance should be maintained between all heavy voltage wires in order to prevent the disaster which follows a "cross." The law specifies that this distance shall be from twelve to eighteen inches.

After the hearing Superintendent Way explained to a reporter that he did not mean that no regard was paid to the clearance, but that he personally did not look after that part of the work, leaving it to the foreman in direct charge of the construction.

Doctor Lloyd looked at the matter differently and based his verdict upon Superintendent Way's evidence.

CRITICIZED POLICE PHONE SYSTEM.

"It is preposterous," said Doctor Lloyd, "that the superintendent of construction should overlook this most important feature of the work—the stringing of the wires with a view to avoid danger."

Andrew Callahan, the first witness examined, said that on the night of the accident he was on duty at the office, and as the company had not got down to work, he was working over his regular hours.

"Whenever any telephone wire comes in contact with a wire carrying a heavy voltage it is bound to be felt and in nearly every instance would result in the 'phone' being destroyed," he said.

"The police phone system is a multiple circuit system," he said. "It is quite antiquated. It is still using the iron wire, which is more dangerous than copper wire. It is more susceptible to the varying conditions of the weather."

Asked about instruction in stringing wires, the amount of clearance to be allowed, he said:

"We are instructed to give as much clearance as possible. That eighteen inches is a rule, but it is only a theory, which will not work out in actual construction. In a case like this, it is impossible."

Doctor Lloyd asked the witness if the wires were strung close together, he replied, "No one," he admitted that if the wires were strung close together, it would be in contact with the pole when it was shaken, it would be the foreman's responsibility.

NEW CROSSING. After the construction of the system Callahan said he went out over three of the northern circuits and at Tenth and Eleventh streets he found the wires strung in between the feed wires of the Cass avenue line.

On complaining to the police, he said, "In accordance with specifications received from the City of St. Louis, the wires were strung in accordance with the specifications received from the City of St. Louis."

Lloyd then called several of the policemen who had been shocked. Police-foreman J. C. Smith, who was on duty at the time, said that he was on duty at the time the accident occurred.

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